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Easy to Manage

The Household

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A. J. WHITE

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Loan & Insurance Agent

34 E. SECOND SOUTH ST.,

Salt Lake City.

HOUSES AND LOTS FOR SALE IN ALL parts of the City.

Houses and Lots forsale chesp for cash.

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Houses Rented and Rents Collected

Houses Rented and Rents (Onected, Bills Collected for parties living out of the City or Territory. Notary Public Farms and Ranches for sale or exchange for City Property. Call and see us.

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Cas be consulted daily from 90 clock to 12 o'clock a. m., and from 2 to 5 o'clock p. m.; Sundays from 10 a. m. to 12 m. He has had twenty five years' experience in the special realment of all Venereal, Sexual and Chronic Diseases, and guarantees to cure all Urinary Diseases, Syphilities and Mercurial Affections of the Throat, Skin or Bones, Nervous Deshity, Impotency and Loss of Manhood, Exhausted Vitality, Sominal Weakness, Spermatorthea, Paralysis, and all the terrible effects of Self Abuse, youthful follies and excesses in mature years; Nocturnal Emissions, the effects of which are various, maddening and destructive to both body and mind, and unless cured will terminate fatally. The presence of the disease causes a continual consciousness of a slow and gradual decay of all the power of body and mind, withloss o manly power and vigor defective memory, heart affections, loss of sigh, naises in the head and ears, confusion of idea, aversion to society, excessive prostration, trembing of the hands and limbs, consumption, marksmus and ultimate decangement of the mind. The will power becomes so weak that the person seems to lose control of himself and cannot look one square in the face. It also sauses Dyspepsis and Indiguation, with Heart and Kliney Disease.

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Consultation at the office is FREE and mylied. Thorough examination and advice, inclp ing analysis of grane, \$1. All corres-por 'ence strictly confidential.

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S. R. MARKS, General Supt.

ON THE NIGHT SHIFT.

A Peculiar Story as Told by a Train Bispatcher.

Several years ago I was employed as square. American railroad. As usual there ground, these pyramids are united by a glass-covered gallery 50 feet wide, which were three of us in the office. I had what is called the "second trick," my hours of duty being from 4 p.m. to 12 p.m. The third man, Charlie Burns,

At the summit is a cupola with an At the summit is a cupola with p.m. The third man, Charlie Burns, who came on at midnight and worked till 8 p.m., was a particular friend of mine. He was a young man of high character, a fine dispatcher, and very character, a fine dispatcher, and very popular; and when, during the burning days of July, it became known among the men that he was confined to his danger. the men that he was confined to his room by a severe attack of malignant fever, many were the expressions of regret and the hope for his speedy re-

During the trying days of Charlie's illness I spent all the time I could spare by his side, but on account of his absence from the office it was necessary for the remaining two of us: e "double up "-that is, work twelve hours each, my watch being from 8 j.m. to 8 a.m. I came on duty one evening feeling very bad. The weather was so warm I could not sleep well in the daytime; be-sides, I had spent a considerable part of the day with Charlie, whose illness had now reached a critical stage, and seemed to show little prospect of im-

Hence, as you may imagine, I was not all pleased to find that I was likely to have a busy night of it. A wreck on to have a busy night of it. A wreck on the road during the day had thrown all the regular trains off time, and besides the usual number of special freights there was a special passenger train to leave Linwood, the eastern terminus of our division, at 11 p.m., with a large party of excursionists returning from a picnic. For several hours I had my picnic. For several hours I had my hands full. There was a special train kept moving, but was being delayed by hot journals; nevertheless, I hoped to get them into Linwood before the ex

cursion train started west. As usually happens in such cases, the excursion train did not get ready to leave on time, and it was 11.40 p. m. when they reported for orders at Linwood. I fixed up their orders, got the report of their departure from Linwood at 11.45, and entered it on the train wheat. Then having for the first time report of their departure from Linwood at 11.45, and entered it on the train sheet. Then, having for the first time that night a few minutes' breathing time, I rose from the table and went over and seated myself by the window, where it was cooler than under the leasted gas jets over the table. I was alone in the office, and as I sat there enjoying the cool breeze which came in through the open window a neighboring church clock rang out the hour of 12. From force of habit I gianned at

the door, almost expecting to hear Charlie's light footstep on the stair and see the door open to admit him as of old.

"Poor fellow," I thought, "it will be a long time before he enters that door again if he ever does." Just at the last stroke of 12, and while my eyes were still fixed on the door, it opened and Charl's Burns entered. My astonishment may be imagined better than I can describe it. My first thought was that in the dellrium of fear he had escaped from his nurses and made his way to the office, but when I left him a few hours before I could not have believed that he had strength to get out of bed. I sat and watched him in speechless surprise, which was increased by his strange manner.

Instead of his usual hearty greeting

Instead of his usual hearty greeting down. Placing his hand upon the key he began calling "Q," which was the signal for Elm Grove, the first station, which was the signal for Elm Grove, the first station, which was the signal for Elm Grove, the first station, which is the expenses of the building to the state of the signal for the state of the building to the state of six miles west of Linwood. "I, I, Q," came the response. "Put out signal for special bassenger west and copy."
"Ro," "Ro," "Ds," rang out the sounder with Charlie's nimble fingers leaned back in his chair, "how any man I. I. Ro," came back the answer.

"Is special east coming? Ds."

"You don't take the right view of it."
Then, as I sat by the window as one remarked Stebbins. paralyzed, the awful truth flashed across my mind. I had overlooked the stock "The idea, my dear sir, is to settle train, thundering eastward twenty for half the sum stolen and return home miles an hour, and made no provision to be looked upon as a smart man and for its meeting the excursion train. My re-elected president of a rival institublood seemed turned to ice as I heard tion."- Walt St. News.

"They are at the switch. Ro." Another minutes and it would have sen too late.

Still apparently oblivious of my presence, Charlie reached for the order-book with his left hand, while his right rival. continued to manipulate the key, and I heard the sounder click: "Out signal and copy Ds.

Order No. 734.
To C. and E. Eng. 34 Ro.
C. and E. Eng. 19 O.
Special east eng. 34 will take siding

and meet special west eng. 19 at Rose dale. 12 J. W. M. Quick as a flash came back response from each station and in less time than it takes me to write it the order had been repeated and signed by the conductor and engineer of each train, while Charlie copied it into the

order book and returned his "O. K. Then, as I realized that I was saved and a great disaster averted, the revulsion of feeling was too much for my overstrained nerves, and I lost con-

cionsness. An hour later I was awakened by a familiar voice, and looked up to find Frank Dwyer, one of our conductors, who had volunteered to watch that night with Charlie, standing over me, "Wakeup, old man," said he, "I have bad news for you. Charlie died just as the clock was striking 12.

I roused myself and went to the Arr ... 10 15 pm ... Frisco. ... Lv 400 at table. There on the order book was the order just as I had heard it clicked out by the sounder, and "Ro" was calling me to report the two trains safely by. Had I been dreaming and sent to order in my sleep, or had my friend redeemed his promise?

The writing in the order book was in his hand, and I have never been able to account for it, - Detroit Free Press.

THE TALLEST TOWER.

The Marvelous Monument To Be Erected in the Champ De Mars, Paris.

A collossal tower, 1,000 feet in height will be not only the principal attraction of the Exposition, but the most daring work ever undertaken by any engineer.

The pyramids of Egypt, St. Peter's, the Washington Monument, all these wonderful elevations will seem the work Ly of dwarfs beside this massive iron con-

struction, on whose summit will float the French flag. This tower consists of four iron pyramids placed 300 feet one from the other, each pyramid being 50 feet square at the base and 16 feet

At the first story, 250 feet above the

It is startling to think of an elevator

cable breaks, the elevator will remain suspended. There has never been an accident on the Righi, and M. Eiffel, who is the originator of this stupendous scheme, says his elevator will be even more secure than any yet constructed. A vertical elevator will also take passengers from the central point to the summit of the tower. When at the top we can admire the night, Paris and the

millions of lights.

In pleasant weather we can see the most splendid panorams that human thought can imagine. Above the hills which with their green foliage surround Parls, we shall have a view of over one hundred miles. We shall see Compiegne, Rheims, Fontainebleau, Chartres,

and meteorological observations will be nands full. There was a special train of live stock bound east which had to be made under new conditions, and experiments which have heretofore been marine but was being delayed by impossible can for the first time be attempted. Atmospheric electricity, the velocity of the wind, the transparency of the air, Foucault's experiment to prove that the earth revolves, all can be studied.

Spectroscopes for analysis of the light of the sun and stars will be placed under the dome. A study equally in-

12. From force of habit I glanced at the door, almost expecting to hear Charlie's light footstep on the stair shock.

When the right is the tower will be struck be lightning, although unconscious of an receiving no injury from this electric shock.

When the right is the light in the control of the stair shock.

greater than 7,000 tons, almost enoug he took no notice of me at all, but Saint Germain by way of Versailes.

The cost will be about \$1,000,000, but Ly...—am Mud Creek Arr...—pm

pay all the expenses of the building.-Chicago Times.

upon the key. "Ro" was the call for of sense can be led to embezzle \$50,000 Rose ale, the second station from Lin- or \$100,000 and skip the country. He wood, eight miles west of Elm Grove, is disgraced, his future ruined, and what good can the money do him?"

to be looked upon as a smart man and

TRAVELERS' GUIDE.

UTAH CENTRAL BAILWAY

Trains Nos. 1 and 2.

Southward.	Stations	Northward.
Lv 600 pm	Ogden.	Arr 9 10 am
Lv 620 pm	Summit	Lv 9 10 a m
Lv 6 40 p m	Kaysville,	Lv 8 50 a.m
Lv 654 p.m	.Farm ngton.	Lv 8 35 a m
Lv 7 11 p.m.	Wood's Cross	Lv 819 a'm
A27 730 p.m	HOUSE BOTOSS	Lat 0 000 cm
Lv 7 20 a m	Salt Lake	Lv 800 sm
Lv 7 40 a m	Francklyn	
Lv 747 a m		
Lv 758 am		
Lv 809 am	Sandy	
	Draper	
Lv 8 40 a m	Leni Junet .	
Lv 8 55 a m	.Am Fork.	Lv 5 05 pm
Att 9 35 a m	Provo.	Lv 425 pm
Lv 950 am	1	Arr 4 10 pm
Lv10 18 a m	spanish Fork	Lv 8 42 pm
Lv10 54 a m	Santaquin	
Lv11 45 a m	Nephi	Lv 215 pm
Arr 12 10 pm	d Jush	Lv 140 pm Arr 100 pm
Lv 100 p m	1	Arr 100 pm
Lv 250 pm	Lemington.	Lv 11 10 a m
Lv 4 25 pm	Deseret	Lv 9 35 a m
Lv 7 20 pm	.Black Rock.	Lv 640 am
Lv 830 pm	Mil ford	Lv 538 a m

UTAH CENTRAL RAILWAY. Trains Nos. 7 and 8.

Stations. Going North 9 55 a m 10 10 a m 10 15 a m 10 27 a m "Kay's Creek Lv 10 35 a m Kaysville, Lv 10 49 a m Farmington, Lv 10 58 a m "Centreville Lv

. 10 06 a m Wood's Cross Lv . . . 4 19 p m . 11 25 a m . Salt Lake Lv . . . 4 00 p m

UTAH & NEVADA RAILWAY.

Going West. Stations 8 10 s m ... Salt Lake. Ar 9 35 a m ... Garfield Ly 9 45 a m ... Lakepoint. L 10 05 a m House Ly 10 10 a m ... Terminus Ly

UNION PACIFIC RAILWAY.			
From East.	Stations	Going East.	
Arr 7 30 pm Lv 6.10 pm Arr 5 40 pm Lv 5 25 pm Lv 5 25 pm Lv 4.3 pm Lv 4.10 pm Lv 3.10 pm Lv 3.10 pm Lv 2.45 pm Lv 2.45 pm Lv 1.48 pm Lv 1.48 pm Lv 1.05 pm	Salt Lake Ogden . Uintah Peterson Weber Echo . Castle Book Wasatch Evansten Hilliard Piedmont Grin R'er Rawlins Laravile Cheye'ne Omahs Stations	Dep. 8 00 am Arr. 9 15 am Dep. 10 00 am Dep. 10 00 am Dep. 11 00 am Dep. 11 00 am Dep. 11 00 am Dep. 12 00 pm Dep. 12 30 pm Dep. 12 50 pm Arr. 1 15 pm Bep. 2 10 pm Dep. 4 55 pm Arr. 6 10 pm Dep. 4 55 pm Arr. 12 30 am Dep. 12 40 am Arr. 10 10 am Dep. 7 50 am Arr. 7 50 am Arr. 7 50 am	

Trains will step at stations marked a only when signaled

UNION Echo at	PACIFIC R	AILWAY. Branch.
Westward,	Stations.	Esstward.
Ar 9 45 a m Lv 8 20 a m Lv 7 15 a m	Ogden Echo Park City	Lv 6 00 pm Lv 7 30 pm Lv 8 50 pm
CENTRAL	PACIFIC 1	RAILWAY
From West.	Stations.	Going West.
Arr. : 7 55 am Lv 7 30 am	Bonneville. Brigham	Lv 625 pm
Lv 6 52 a m	Corinne	Lv 705 pm

300 pm San Fran'sso Arr ... 11 10 am DENVER & RIO GRANDE BAILWAY.

Sae'm'to

8	Westward.	Stations.	Bastward.
•	2,02		
8	Arr 6 00 pm	Ogden	Lv 945 a m
T	L4 8 20 pm	KAYEVILIO	Lv10 20 a m
y	Lw 500 pm	Wood's Crous	Lv 10 % am
Ĺ	Arr 4 55 pm	HOOG & CAUSE	Tor 10 56 a m
n	Lv 4 45 pm	Sait Lake	Arr11 10 am
	Lv 4 18 p.m.	Bincham Jn	Lv11 28 a m
Ţ	Ly 3 32 p m	Lehl	Lv 12 10 pm
d	Lv 2 35 pm	I Brown I	Arr 165 pm
C	Lv 2 85 pm Arr 2 55 pm	1 1040-1	Arr 165 pm Lv1245 pm
- 1	Lw 150 pm	Thistle	Lw 150 pm
S,		Clear Creek.	Lv 2 50 pm
a	Lv12 20 p m		Lv 8 45 pm
	Arr 8 00 a m	GreenR'r	Lv 755 pm
1	Ly 805 am	Finns	Arr 745 pm
В	Lv 3 35 a m	Grand Inne	Lv 10 00 pm
5	Ly 740 a m	Denver	Arr 9 15 pm
e	Million Committee		man in the same for that
-	Northward.	Bingham Br.	Southward.
-	Ave 4.95 n.m.	ReltTake	Tor 7 95 n m
	Lw 4 00 p m	Bing June	Lv 725 a.m. Lv 756 a.m.
e	Lv 3 10 pm	. singham .	Arr 9 10 a m
2			
		Alta Branch.	
e	Victoria de Caracteria de Cara		
	Arr 3 55 pm	Bing June	Lv 8 60 am
	Lv 3 40 pm	Sandy	Lv \$10 am
8	Lv 300 pm	Wasstch	Ly 8 50 am Arr 12 00 pm
	Lw 200 pm	Alla	Агг12 00 рш
e		P V. Branch	
b		F F. Branch	1000
0	1 ** 19 05 nm	P W Tune	Lv 400 pm
	Lv 10 45 a m	Scofield	Lv 5 25 pm

SAMPETE VALLEY RAILWAY.

Southward.	Stations.	Northward.
Lv 11 45 a m	Nephi	Agr. 10 40 a m
Lv 1 00 p m	Fountain Gu	Lw 9 40 a m
Lv 1 55 p m	Moroni	Lw 8 40 a m
Arr 2 10 p m	Chester	Lw 8 25 a m

OREGON SHORT LINE.

Going West Stations, Going East,

Ground to care	DOM: NOTAN	Gottage Garage
Lv 10 39 a in	Granger	AT 440 DH
Lv 13 10 p m	Twin Creek	Ar 8 00 p z
Lv 150 pm	Cokeville.	Ar 130 p u
Ar 3 10 p m Lv 3 50 p m	Mo'tpel'r	Ar 11 41 a n
Lv 4 25 p m	Soda Springs	Ar 10 45 a n
Lv 6 68 p m	.McCammon	Ar 8 55 8 B
Ar 7 05 pm		Ar 745 an
Ar 12 15 a m Lv 1 45 a m	Shocho's	Ly 3 35 a n
Lv 5 34 a m	Caldwell	A 904pp
Ar 9 00 a m	.Huntington.	Ly 6 00 p n

SALT LAKE & WESTERN BAILWAY, Going East. Stations. Lv 8 45 am Lehi Junc Ar Lv 9 45 am Cedar Fort Ar Lv 19 20 am 5-mile Pass Ar Lv 10 50 am Bush Valley Ar Lv 11 35 am Doremus Ar Lv 11 35 am Doremus Ar 2.35 pm Lv 11 45 am Bolter Sum Ar 2.25 pm Ar 12 65 pm Ironton Lv 146 pm Lv 12 10 pm Ironton Ar 1 66 pm Ar 12 30 pm Silver City Lv 12 50 pm

Lv. 200 pm Logan Lv 200 pm Lv. 1216 pm Franklin Lv 255 pm Lv. 924 am McCammon Lv 546 pm Lv. 825 am Pocatello Lv 725 pm Lv. 641 am Blackfoot Lv 822 pm Lv. 585 am Eagle Rock Lv 950 pm Lv. 215 am Beaver Can Lv 195 am Lv. 250 pm Dillon Lv 545 am Lv. 600 pm Sliver Bow Lv 920 am Lv. 600	From North.	Stations.	Going North.
Lv 8 25 a m Pocatello Arr 7 25 pr Lv 7 30 ps Lv 7 30 ps Lv 7 30 ps Lv 8 32 pr Lv 5 35 a m Eagle Rock Lv 2 55 pr Lv 2 15 a m Beaver Can. Lv 1 25 a r Lv 9 50 pm Dillon Lv 5 45 a r	Lv423 pm Lv408 pm Lv359 pm Lv200 pm Arr140 pm Lv1216 pm	Hot Springs. Willard Brigham Logan Franklin	Lv 11 15 s m Lv 11 35 s m Lv 11 38 s m Arr 1 40 p m Lv 200 p m Lv 255 p m
Arr. 400 pm Stuart or Lv 11 15 ar	Lv 8 25 a m Arr 7 20 s m Lv 6 41 a m Lv 5 35 a m Lv 2 15 a m Lv 9 50 p m Lv 6 00 p m Lv 5 10 p m	Pocatello Bisckfoot Engle Rock Beaver Can Dillon	Arr 725 pr Ly 730 pm Ly 832 pm Ly 955 pm Ly 125 sm Ly 930 am

UTAH & NORTH ERN RAILWAY Extra.

From North.	Stations	From Sout
Ar 9 30 a m Lv 9 04 a m Lv 8 47 a m J.v 8 22 a m Lv 155 a m Lv 6 05 a m Lv 5 30 a m	Willard, Prigham	Lv 639 pm Lv 636 pm Lv 840 pm